

## **NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**

### **M E M O R A N D U M**

**TO: Transit Council Members**

Ben Capelle, General Manager, Laketran  
Floun'say Caver, Interim CEO and General Manager, GCRTA  
James Cordes, Lorain County Administrator, Lorain County Transit  
Michael Kasper, Transit Director, Geauga County Transit  
Shannon Rine, Director, Medina County Public Transit  
David Short, District Planning Engineer, ODOT District 12

**FROM:** Dr. Floun'say Caver, Chair

**DATE:** August 9, 2019

**RE: Transit Council**  
**Friday, August 16, 2019 from 9:00 a.m. to 10:30 a.m.**

**NOACA Offices**  
**1299 Superior Avenue, Cleveland, Ohio**

I look forward to seeing you on ***Friday, August 16<sup>th</sup>, 2019 at 9:00 a.m. at the NOACA offices.***





**NOACA Transit Council Meeting**  
**Friday, August 16, 2019 – 9:00 a.m. – 10:30 a.m.**  
**NOACA Office – 1299 Superior Avenue**  
**Cleveland, Ohio 44114**  
**Phone: (216) 241-2414; website: [www.noaca.org](http://www.noaca.org)**

### **AGENDA**

- |  |      |
|--|------|
| 1. Approval of Minutes of Transit Council Meeting held on May 17, 2019   | 1-1  |
| 2. Public Comments on Current Agenda Items   | Oral |
| 3. Chair's/Executive Director's Report   | Oral |
| 4. Action Items  |      |
| a. FY2019 UZA Federal Apportionments and Underserved Allocation Split  | 4-1  |
| 5. Presentation / Discussion Items   |      |
| a. Future Action/Discussion  |      |
| i. Project Planning Reviews (PPRs)/ Intergovernmental Review and Consultation (IGRC); 2nd Quarter State Fiscal Year 2020 | 5-1  |
| a. CUY IR 77 11.21 Major Rehabilitation  |      |
| b. CUY IR 77/Miller Rd Interchange   |      |
| c. CUY IR 90 6.83 Major Rehabilitation   |      |
| d. CUY IR 271 10.24 Noise Barriers   |      |
| e. GCRTA FFY 2020 Capital Program & 2016, 2017 and 2019 Revision   |      |
| b. Information/Discussion  |      |
| i. 5310 Program Update   | 5-17 |
| ii. TICI Program Update  | 5-21 |
| 6. Reports/Updates   |      |
| a. Agency Updates (Roundtable Discussion)  | Oral |
| b. Regional Strategic Transit Plan   | Oral |
| 7. Old Business  |      |
| 8. New Business  |      |
| 9. Adjournment   |      |

**NEXT MEETING: Friday, November 15<sup>th</sup>, 2019 – 9:00 a.m. – 10:30 a.m.**



**Agenda Item**  
**No. 1**

**MINUTES**





## **Transit Council Meeting**

May 17, 2019

NOACA Offices

1299 Superior Avenue, Cleveland, Ohio 44114

**Present:** Please see the attached attendance record.

Dr. Floun'say Caver, Chair of the Transit Council, convened the meeting at 9:05 a.m.

### **Meeting Minutes**

A motion was made by Mr. Jack Jackson to approve the minutes of the Transit Council meeting held on February 15, 2019. The motion was seconded by Ms. Andrea Aaby. The motion passed by voice vote.

### **Public Comments**

No public comments were made at this meeting.

### **Announcements**

Ms. Kathy Sarli made the following announcements:

- NOACA is accepting 2019 Congestion Mitigation and Air Quality (CMAQ) program applications through May 31, 2019 for SFY 2025.
- Transportation Review Advisory Council (TRAC) program is accepting applications through May 31, 2019.

Ms. Sarli informed members that they can contact Mr. Randy Lane or Mr. Jim Thompson for more information.

### **Chair's Report**

Dr. Caver announced that \$70 million will be transferred from the Ohio Transportation Budget to the General Fund to be used for public transit in Ohio. He noted that representatives of some transit agencies and the Ohio Department of Transportation (ODOT) will meet to discuss how to allocate the funds. Dr. Caver said he will provide an update at the next Transit Council meeting.

### **ACTION ITEMS**

#### **FY2019 UZA Federal Apportionments and Underserved Allocation Split**

Ms. Maribeth Feke provided background on the UZA apportionments of Sections 5307 and 5339 funds. She mentioned that the Federal Transit Administration (FTA) approved the funding allocations for the transit agencies in Northeast Ohio. She noted that FTA used data from the National Transit Database (NTD) and the Census.

Ms. Amy Snell presented a spreadsheet showing the apportionments for the transit agencies in the NOACA region. She mentioned that Brunswick Transit Alternative (BTA) no longer receives apportionments and its funds have been combined with the funds for Medina County Public Transit (MCPT).

Dr. Caver asked what areas are unserved and how the underserved area funds are used. Ms. Snell stated that the unserved areas are Geauga, Lorain and Ashtabula counties that are categorized under the U.S. Census that is considered urbanized but does not have a transit agency that serves those areas. Ms. Feke said there are no FTA regulations that require underserved funds to be used a certain way and that it was up to the Transit Council to make that decision. She noted that everything so far has been approved by FTA.

Mr. Jackson stated that GCT will be using Trapeze PASS scheduling and dispatching software in coordination with Laketrans. He asked that the software licensing fee be directed to Laketrans. Ms. Aaby said Laketrans supports its partnership with GCT and approves funneling \$76,000 to GCT to pay for Trapeze PASS. She suggested that the remaining underserved funds be split 80/20 between GCRTA and Laketrans.

- GCT \$ 76,000
- GCRTA \$299,208 (80%)
- Laketrans \$ 74,882 (20%)

A motion was made by Ms. Aaby and seconded by Mr. Jackson to approve the above-referenced underserved apportionments and the following FY2019 UZA federal apportionments:

- GCRTA \$24,020,132
- Laketran \$2,656,376
- MCPT \$681,047



### **Section 5339 Funds**

- |            |             |
|------------|-------------|
| • GCRTA    | \$2,253,626 |
| • Laketran | \$339,859   |
| • MCPT     | \$88,533    |

Transit Council voted and the motion passed by voice vote.

**\*\* NOTE:** The Federal Transit Administration (FTA) revised the total allocation for Sections 5307 and 5339 funding since the Transit Council meeting held on May 17, 2019. The Transit Council voted and approved the revised allocations on June 14<sup>th</sup>. All of the grant amounts will remain the same as allocated. The underserved funds will be reduced by approximately \$3,000. Geauga County will still get \$76,000; however, Laketran's and GCRTA's allocations of the remaining underserved funds will be reduced.

### **PRESENTATION / DISCUSSION ITEMS**

#### **Project Planning Reviews (PPRs) / Intergovernmental Review and Consultation (IGRC); 1<sup>st</sup> Quarter State Fiscal Year (SFY) 2020**

Mr. Mike Kubek provided background on PPR and reviewed the following projects:

- CUY - 43-1.98 (Widening Aurora Road from Solar Shopping Center Drive to Liberty Road) - This project involves the following roadway improvements: pavement resurfacing, minor widening, new traffic signal at Portz Parkway, multi-use path on the south side, bike lane westbound (5' sidewalk) on the north side, and new water line and storm sewer. The total cost of this project is \$8.1 million. No NOACA funds will be used. Construction is expected to begin in FY 2021.
- Laketran Bus Replacement – Laketran is planning to purchase a new 35-foot zero emissions battery electric transit bus which costs \$783,500. Funds for the bus will come from the Diesel Emissions Reduction Grant (DERG) program and Laketran. No NOACA funds will be used.

Ms. Aaby stated that Laketran will have a total of three electric buses in 2020.

#### **Regional Strategic Transit Plan Update**

Ms. Kelley Britt stated that a request for proposal (RFP) was released on March 8, 2019, closed on April 17, 2019, two proposals were submitted to NOACA and were evaluated on project approach, experience, qualifications and cost. Ms. Britt stated that the selection committee determined that AECOM Technical Services Inc. best met the selection criteria. NOACA will contract with AECOM Technical Services, Inc. for this project in an amount not to exceed \$148,916.

Ms. Britt stated that pending Board approval on June 14, 2019, NOACA will enter into a contract with AECOM Technical Services, Inc. on or around July 1, 2019 and ending approximately on December 1, 2020. Ms. Britt informed members that she will be contacting them to get an update on their work related to this plan.

#### **Coordinated Plan Update**

Ms. Sarah White provided background on the Coordinated Plan. She said the new plan will cover all five counties in the region for calendar years 2019-2022. Ms. White stated that staff compiled

feedback from NOACA's advisory councils, stakeholders, and two surveys. She mentioned that staff created goals for the future and strategies for implementation using the feedback.

Ms. White asked members to contact her at [swhite@mpo.noaca.org](mailto:swhite@mpo.noaca.org) if they would like to review the plan and/or provide feedback. She noted that any feedback staff receives will be incorporated into the final plan before it is presented to the Board for adoption in June. Ms. White passed around the Coordinated Plan Executive Summary for Transit Council members to review. Mr. Kubek stated that comments are due to NOACA by May 29, 2019.

### **Reports / Updates - Agency Updates (Roundtable Discussion)**

Transit Council members provided the following updates:

- Laketran – Ms. Aaby stated that Laketran's dial-a-ride service is about 30% above capacity. Laketran's board approved a resolution proposing a new one-quarter of one percent local sales tax levy for the general election in November.

Dr. Caver stated that GCRTA would be happy to assist Laketran.

- Medina County Public Transit (MCPT) - Mr. Rine stated that MCPT is currently updating its regional map for its on-demand service to make it more efficient. MCPT received a Preservation Grant that will be used to purchase four new vehicles on June 1, 2019.
- Greater Cleveland Regional Transit Authority (GCRTA) - Ms. Snell updated the Transit Council on the following:
  - A ribbon cutting ceremony will be held for the Redline west side track today and the project will begin in June 2019
  - A public meeting will be held to discuss the Fare Equity Study and the proposed Redesign Study prepared by Jared Walker & Associates
  - The Strategic Plan will kick off at a meeting next week with GCRTA board members, stakeholders and the public
- Geauga County Transit (GCT) – Mr. Jackson informed the Transit Council of the following:
  - GCT will be getting replacement vehicles soon
  - GCT will be using Trapeze PASS scheduling software through Laketran

Dr. Caver asked Mr. Jackson the type of vehicles GCT is planning to purchase. Mr. Jackson said LTV buses. Dr. Caver asked if GCT is planning to purchase its own buses or buy them through a larger agency. Mr. Jackson said GCT will go through ODOT's process to purchase the buses. Dr. Caver mentioned that GCRTA may be able to help Laketran save some money on the purchase of buses. Mr. Jackson said he will consider Dr. Caver's offer.

### **Old Business**

Mr. Rine asked Ms. Britt to provide more information on NOACA's Regional Strategic Transit Plan and what it means to individual agencies.

Ms. Britt stated that all the transit agencies in the region will be involved in the process. She mentioned that NOACA staff will be meeting with the consultant to discuss the transit agencies. She advised that NOACA's plan will not be as specific as GCRTA's plan. NOACA is looking to

improve the coordination of services and determine different funding levels. Ms. Britt said she would send the Transit Council the RFP to review.

**New Business**

No new business was presented at this meeting.

**Adjournment**

Dr. Caver announced that the next Transit Council meeting will be held at the NOACA offices on August 16, 2019, at 9:00 a.m. There being no further business, the meeting was adjourned at 9:45 a.m.





## Transit Council 2019 Attendance Record

MEMBER	02/15/19	05/17/19	08/16/19	11/15/19
Floun'say Caver, Interim CEO and General Manager, GCRTA Maribeth Feke, Alternate	X	X		
Ben Capelle, General Manager, Laketrans Andrea Aaby, Alternate	X	A		
James Cordes, Lorain County Administrator Lorain County Transit (LCT) Pamela Novak, Alternate				
Michael Kasper, Transit Director Geauga County Transit (GCT) Jack Jackson, Alternate	A	A		
Shannon Rine, Director Medina County Public Transit (MCPT)	X	X		
David Short, P.E., P.S. District Planning Engineer, ODOT District 12 Leslie Farley, P.E., Alternate	X	A		

Member = X    Alternate = A



**Transit Council Sign-in Sheet**  
**May 17, 9:00 a.m. – 10:30 a.m.**

MEMBER	SIGNATURE
Floun'say Caver, Interim CEO and General Manager, GCRTA Maribeth Feke, Alternate	<i>MC</i> <i>Maribeth Feke</i>
James Cordes, Lorain County Administrator Lorain County Transit (LCT) Pamela Novak, Alternate	
Ben Capelle, General Manager, Laketrans Andrea Aaby, Alternate	<i>BA</i>
Michael Kasper, Transit Director Geauga County Transit (GCT)	<i>Michael Kasper</i>
Shannon Rine, Director Medina County Public Transit (MCPT)	<i>Shannon Rine</i>
David Short, P.E., P.S., District Planning Engineer ODOT District 12 Leslie Farley, P.E., Alternate	<i>Leslie Farley</i>

**PUBLIC INVOLVEMENT**





**Agenda Item  
No. 3**

**CHAIR'S/EXECUTIVE DIRECTOR'S REPORT**



**Agenda Item**  
**No. 4**

**ACTION ITEMS**





## **NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**

### **MEMORANDUM**

**TO:** NOACA Transit Council

**FROM:** Kathleen Sarli, Director of Planning

**DATE:** August 9, 2019

**RE:** **Fiscal Year 2019 UZA Federal Apportionments**

#### **ACTION REQUESTED**

The Council is asked to affirm the electronic vote taken on June 14, 2019 via email to approve the adjusted amount of the allocation of the FY2019 Cleveland UZA Federal Apportionments.

#### **BACKGROUND**

Each year, Congress passes legislation which, when signed by the President, appropriates funds for the Department of Transportation and related agencies. After that legislation is enacted, FTA publishes a Notice in the Federal Register that provides an overview of the apportionments and allocations based on these funds for the various Federal Transit Administration programs as well as statements of policy and guidance on public transit administration.

#### **FINANCIAL IMPACT**

The change from the prior UZA allocation of \$28,367,835 to the adjusted amount of \$28,364,333. The difference is \$3,502 in which GCRTA and Laketran agreed to decrease from their initial allocation.

#### **CONCLUSION/NEXT STEPS**

GCRTA will finalize the full year allocation of FY 2019 Section 5307 and Section 5339 funding to transit operators in the Cleveland Urbanized Area.

KS/kb/8222c

\*\*\*REVISED JUNE 14,2019\*\*\*

5307 Funds: Final Apportionment Breakdown with Split Unserved Area Funds FY 2019:

CALCULATION OF EACH AGENCY'S FUNDING - 5307 Funds										
FY2019 Full	REVISED 6/14/2019									
Transit Operator	Census Dollars	Non-Rail Service	Rail Service	Raw Total Dollars	Percentage	Final Amount	UZA Adjustment \$3,502.15**	Geauga County Amount	Unserved Area Split**	Total Final Amount with Unserved Area Split
GCRTA	\$8,136,204.20	\$8,843,565.96	\$5,698,113.65	\$22,677,883.80	84.67%	\$24,020,132.05			\$296,406	\$24,316,538
Laketran	\$1,076,228.60	\$1,431,708.80	\$0.00	\$2,507,937.40	9.36%	\$2,656,376.06		\$76,000	\$74,102	\$2,806,478
MCPT	\$446,623.58	\$196,366.20	\$0.00	\$642,989.78	2.40%	\$681,046.76				\$681,047
Metro	\$357,288.68	\$15,155.39	\$0.00	\$372,444.08	1.39%	\$394,488.13				\$394,488
PARTA	\$133,146.98	\$23,370.99	\$0.00	\$156,517.97	0.58%	\$165,781.89				\$165,782
*Unserved Area**	\$424,863.48	\$0.00	\$0.00	\$424,863.48	1.59%	\$450,010.11	\$446,508	\$370,508		
Total CUA	\$10,574,355.53	\$10,510,167.34	\$5,698,113.65	\$26,782,636.52	100.00%	\$28,367,835.00				\$28,364,333
*Areas in Geauga, Lorain, and Ashtabula counties								**	UZA 2019	\$28,364,333
**UZA Full Allocation was changed on March 15, 2019 - after the original allocation was made and then approved by Transit Council.								UZA Prior to March 15, 2019		\$28,367,835
\$3,502.15 was taken from the unserved area amount to allocate for this adjustment so the Total UZA is \$28,364,333.								CORRECTED UZA:		\$28,364,333
***Unserved Split is the remainder (after Geauga Co. and UZA adjustment) of the unserved area between RTA (80%) and Laketran (20%)								Difference:		\$3,502

5339 Funds: FY 2019

Cleveland Urbanized Area FTA Section FY 2019 5339 Full Allocations				
Agency	Population	Density (25%)	BVRM (50%)	Total Dollars
GCRTA	\$519,803	\$589,788	\$1,144,055	\$2,253,626
Laketran	\$87,822	\$53,681	\$198,358	\$339,859
MCPT	\$36,166	\$24,259	\$28,108	\$88,533
Metro	\$32,383	\$14,972	\$2,188	\$49,523
PARTA	\$11,777	\$5,250	\$3,154	\$20,181
CUA	\$687,931	\$687,931	\$1,375,862	\$2,751,723

**PRESENTATIONS/DISCUSSION ITEMS**







## **NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**

### **MEMORANDUM**

**TO:** NOACA Transit Council

**FROM:** Kathleen Sarli, Director of Planning

**DATE:** August 9, 2019

**RE:** **Project Planning Reviews (PPRs)/ Intergovernmental Review and Consultation (IGRC); 2nd Quarter State Fiscal Year 2020**

#### **ACTION REQUESTED**

No action is requested at this time. This item is included for information and presentation.

#### **BACKGROUND/JUSTIFICATION**

Attached are PPR summary documents for the proposed projects to be presented to the NOACA Transportation Subcommittee, Planning and Programming Committee and Executive Committee for review and recommendation.

NOACA's Board approved Regional Transportation Investment Policy requires that all proposed federal-aid transportation projects be processed through PPR in order to meet NOACA's adopted goals and federal requirements.

PPR consists of four levels of review: NOACA staff; Board, including committees, subcommittees, and Councils; intergovernmental review and consultation (IGRC); and public involvement. The end product of PPR is a Board resolution that certifies that the project has had thorough review, allowing the project to proceed to the programming stages of the planning process.

As part of the PPR process, a detailed summary of the proposed improvement and staff and committee assessment of the project are posted on NOACA's website, [www.NOACA.org](http://www.NOACA.org). A link to the PPRs is included on the home page by clicking the 'Comment on Projects' button. Staff adds comments obtained from the public, governmental organizations and NOACA committees as they are received. Proposed projects are posted on the website for three months, allowing adequate time for review and comment.

#### **FINANCIAL IMPACT**

There is no financial impact.

#### **CONCLUSION/NEXT STEPS**

Pending Board approval, the project sponsor will be notified that their project has completed PPR. NOACA staff will work with the project sponsor to address any planning issues identified during PPR.

KS/em/8223c

**Attachments: Project Summaries**

# Roadway Projects in Cuyahoga County

**History/Background:** These projects are included in ODOT District 12's Program.

**Title:** Major rehabilitation of I-77 in Cuyahoga Heights, Newburgh Heights and Cleveland

**Sponsor:** Ohio Department of Transportation (ODOT) District 12

**Estimated Total Cost:** \$71,240,703

**Proposed Source of Federal Funds:** ODOT

- **CUY IR-77 - 11.21 MAJOR REHAB: PID No. 105743** - This project involves replacing the pavement on I-77 from approximately the CSX bridge to Broadway Avenue (SR-14), in Cuyahoga Heights, Newburgh Heights and Cleveland (location map). Work will include replacing the median barrier, upgrading the drainage, and widening the shoulders where possible. The project's estimated total cost, provided by the sponsor, is \$71,240,703. The estimated cost of preliminary engineering preliminary development (PEPD) is \$2,165,703. The estimated cost of preliminary engineering detailed design (PEDD) is \$1,025,000. The estimated cost of construction (CO) is \$68,000,000. The estimated cost of construction engineering (CE) is \$50,000. The project will be fully funded with Multi-Lane Major Rehabilitation Program funds and ODOT District Preservation funds for award in October 2021.

**Project Name:** CUY IR 77 / MILLER RD INTERCHANGE

**Sponsor:** City of Brecksville

**PID No.:** 104983

**Estimated Cost:** \$4,900,000 (PEPD, PEDD and RW)

**Proposed Source of Federal Funds:** TRAC

- **CUY IR-77/Miller Rd Interchange** – This project involves completing the existing partial diamond interchange at I-77 and Miller Road by adding a northbound (NB) exit ramp and a southbound (SB) entrance ramp; adding an auxiliary lane between new SB entrance ramp and the IR-80 exit ramp; widening of Miller Road to provide left-turn lanes including structure widening; and adding dual westbound (WB) right turn lanes onto the IR-77 NB entrance ramp. The combined estimated cost of PEPD, PEDD and RW, provided by the sponsor, is \$4,900,000. The estimated cost of PEPD is \$3,040,000. The estimated cost of PEDD is \$760,000. The estimated cost of RW is \$1,100,000. The PEPD, PEDD and RW will be funded with TRAC funds and local funds. The sponsor will apply to the TRAC for construction (C) funding in the future; at which time the construction phase will be considered for plan and TIP amendment.

**Title:** Major rehabilitation of I-90 in Rocky River, Lakewood and Cleveland

**Sponsor:** Ohio Department of Transportation (ODOT) District 12

**Estimated Total Cost:** \$103,442,400

**Proposed Source of Federal Funds:** ODOT

- **CUY IR-90 - 6.83 MAJOR REHAB: PID No. 76779** - This project involves replacing the existing pavement along I-90, from the Hilliard Exit ramp bridge to I-71 in Rocky River, Lakewood and Cleveland (location map). Work will include sections of median barrier replacement and lowering the pavement under several structures for vertical clearance. The project's estimated total cost, provided by the sponsor, is \$103,442,400. The estimated cost of preliminary engineering preliminary development (PEPD) is \$4,141,440. The estimated cost of preliminary engineering detailed design (PEDD) is \$3,024,960. The estimated cost of construction (CO) is \$96,000,000. The estimated cost of construction engineering (CE) is \$276,000. The project will be fully funded with Multi-

Lane Major Rehab Program funds and ODOT District Preservation funds for award in January 2024.

**Title:** Construction of Noise Barrier along I-271 in Pepper Pike

**Sponsor:** Ohio Department of Transportation (ODOT) District 12

**Estimated Total Cost:** \$1,453,733

**Proposed Source of Federal Funds:** ODOT

- **CUY IR 271 10.24 NOISE BARRIER: PID No. 108655** - The proposed project involves constructing approximately 3,200 feet of noise barrier along IR-271, from 0.09 mile north of North Woodland Road to Cedar Road, in Pepper Pike (location map). The project's estimated total cost, provided by the sponsor, is \$1,453,733. The estimated cost of preliminary engineering detailed design (PEDD) is \$253,733. The estimated cost of construction (C) is \$1,200,000. The estimated cost of construction engineering (CE) is \$25,000. The project will be funded with Major/New Construction funds and ODOT District Preservation funds for award in April 2020.

**Staff Comment (Summary):**

**CUY IR-77 - 11.21 MAJOR REHAB: PID No. 105743:**

**RECOMMENDATION:**

- Staff recommends the sponsor refer to ODOT Managed Lane study for recommendations concerning hard shoulder running and consider evaluating if feasible.
- Staff recommends the sponsor refer to ODOT Managed Lane study for recommendations concerning ramp metering and consider implementing ramp metering to improve flow for I-77 mainline travel lanes.
- Staff recommends not amending the construction (CO) phase of the project to the TIP until the Feasibility Study is completed and shared with regional stakeholders.

**CUY IR-90 - 6.83 MAJOR REHAB: PID No. 76779:**

**RECOMMENDATION:**

- Staff recommends the sponsor consider widening inside shoulder where feasible to support bus use as described in 2015 study evaluating bus-on-shoulder operation as an Active Travel Demand Model (ATDM) strategy. The sponsor may have to consider lane reductions at bridges.
- Staff recommends the sponsor consider ramp metering as a safety and congestion management strategy as suggested in ATDM study.
- Staff recommends the sponsor consider implementing countermeasures recommended at interchanges in recent safety studies at log points 9.09 and 11.85.
- Staff recommends not amending the construction (CO) phase of the project to the TIP until the Feasibility Study is completed and shared with regional stakeholders.

**CUY IR 77 / MILLER RD INTERCHANGE**

**CONDITION:**

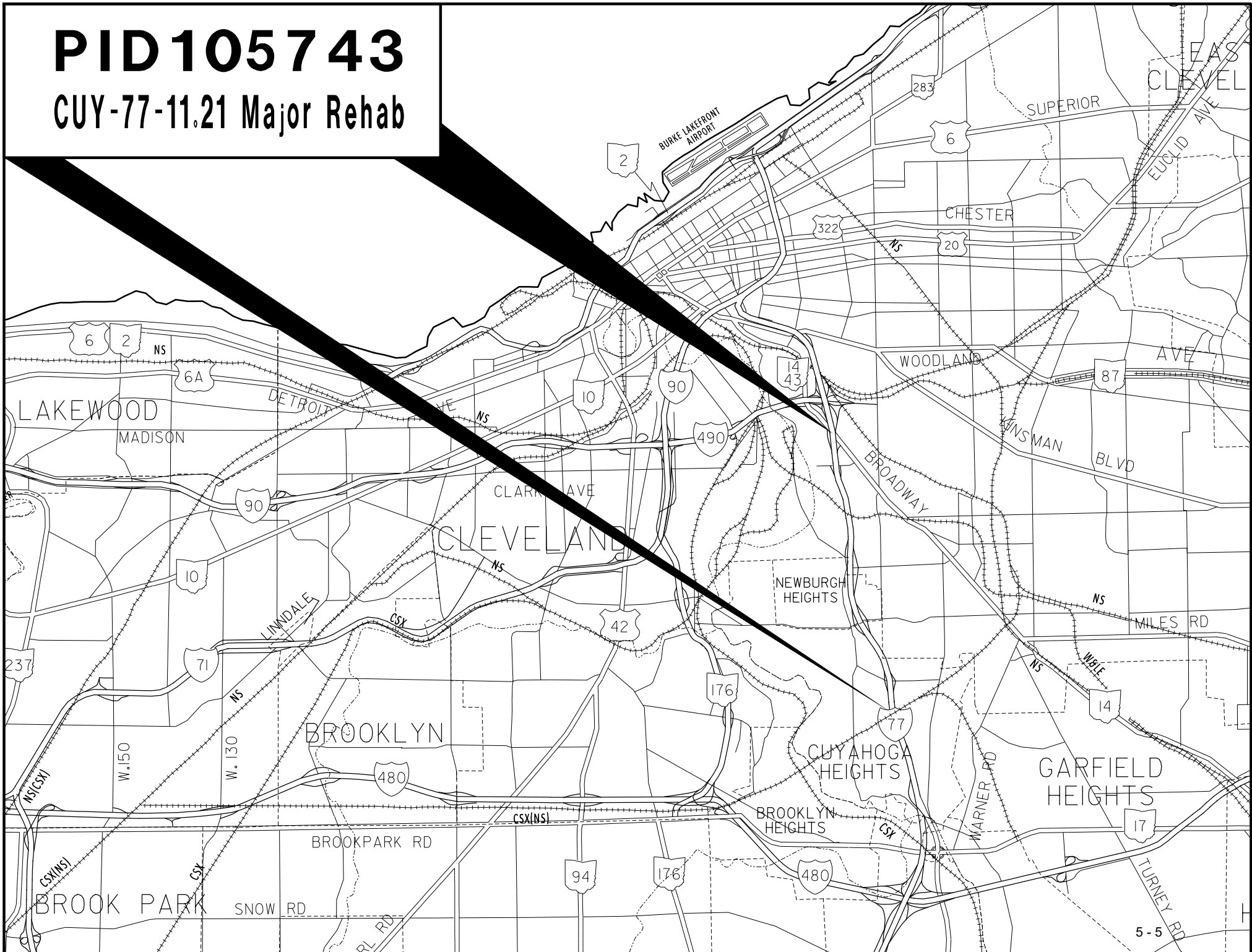
- As per NOACA policy, the sponsor must provide a feasibility study or alternatives evaluation report or the completed Interchange Modification Study (IMS).

**Committee Review:**

**Intergovernmental Review and Consultation (IGRC):**

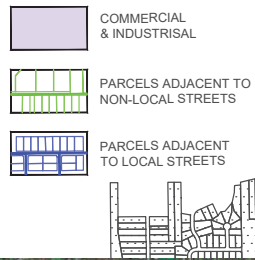
**Public Involvement:**

# CUY-77-11.21 Major Rehab

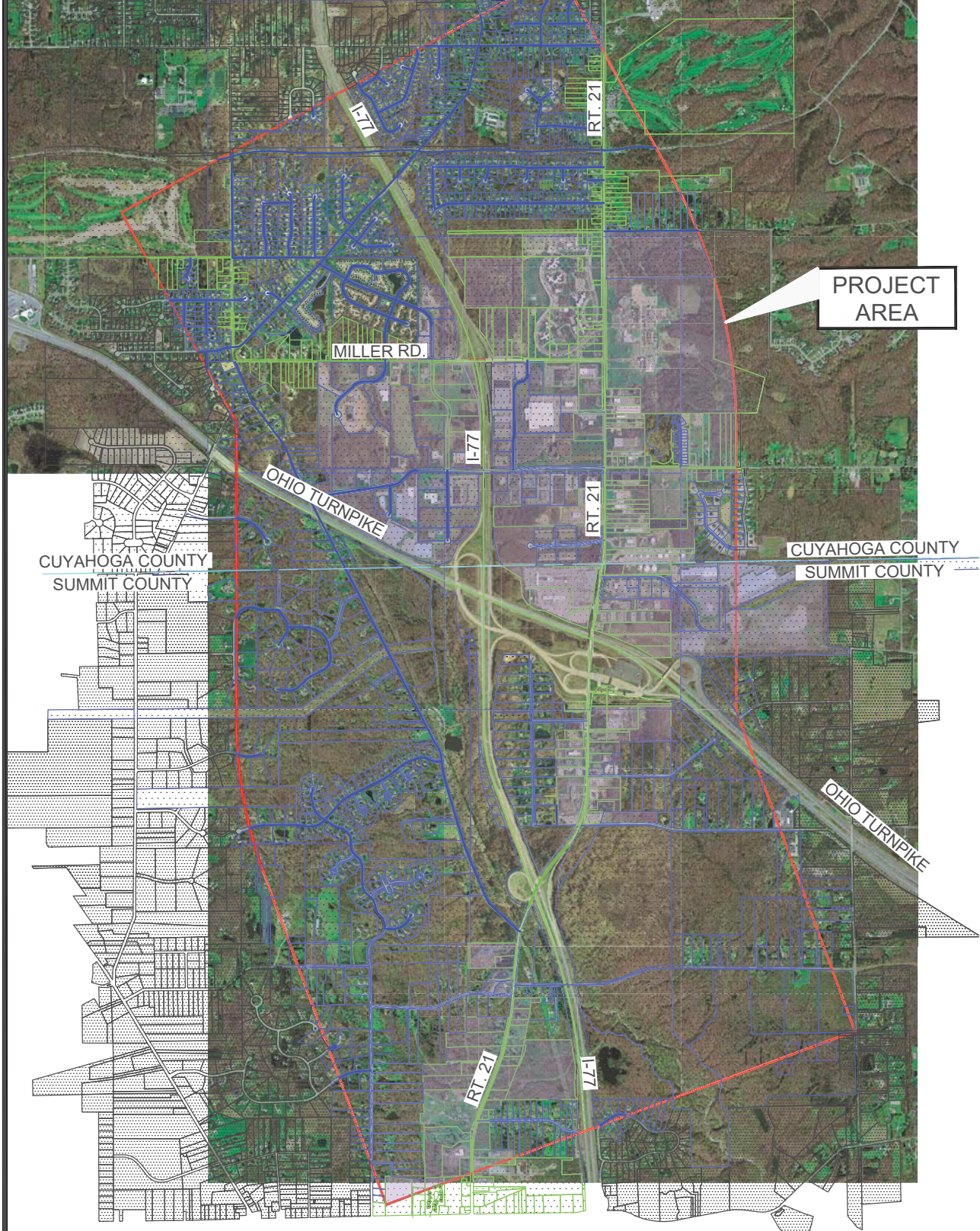
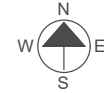




# LEGEND



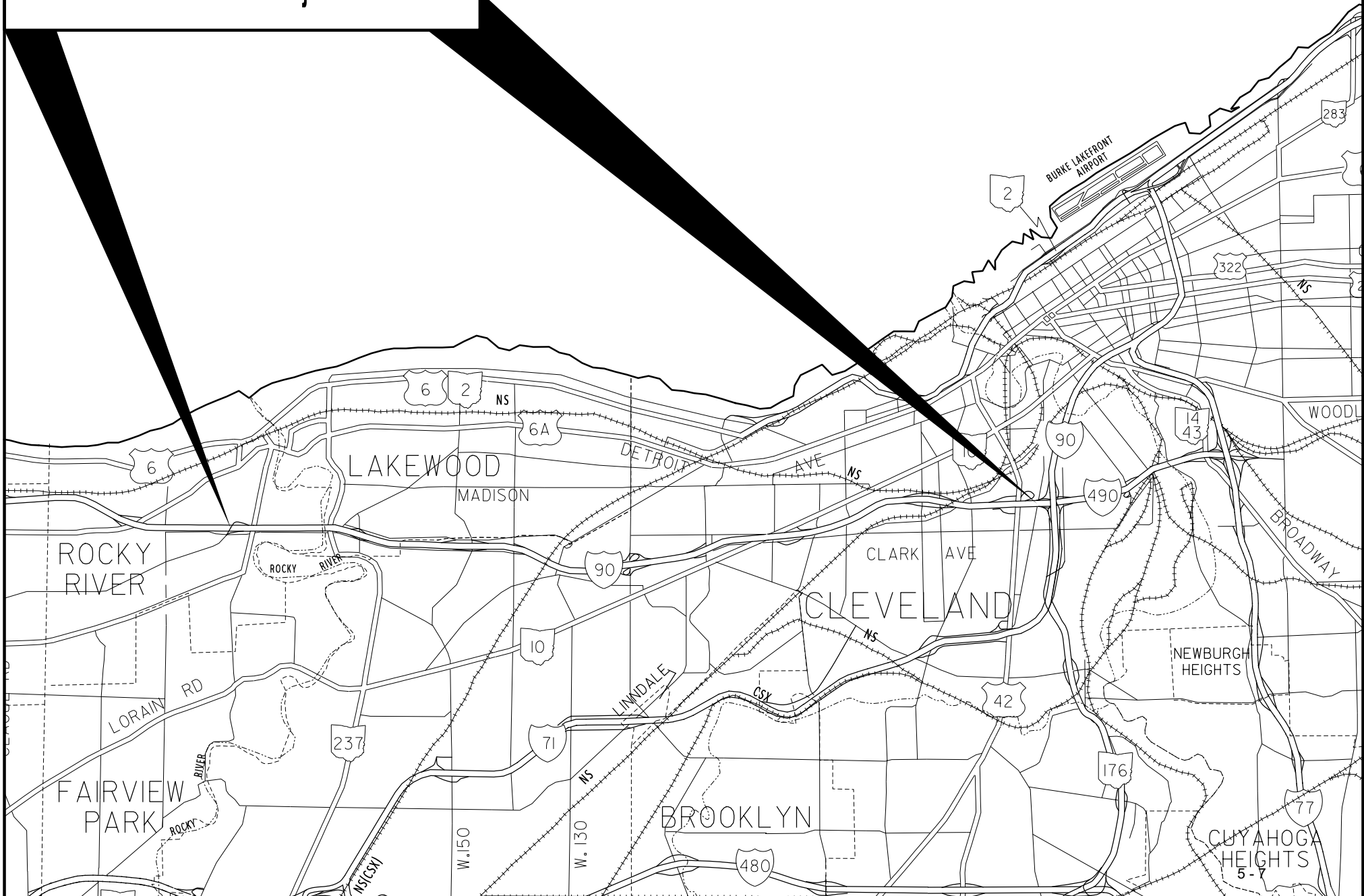
# ROAD NETWORK AND LAND USE MAP





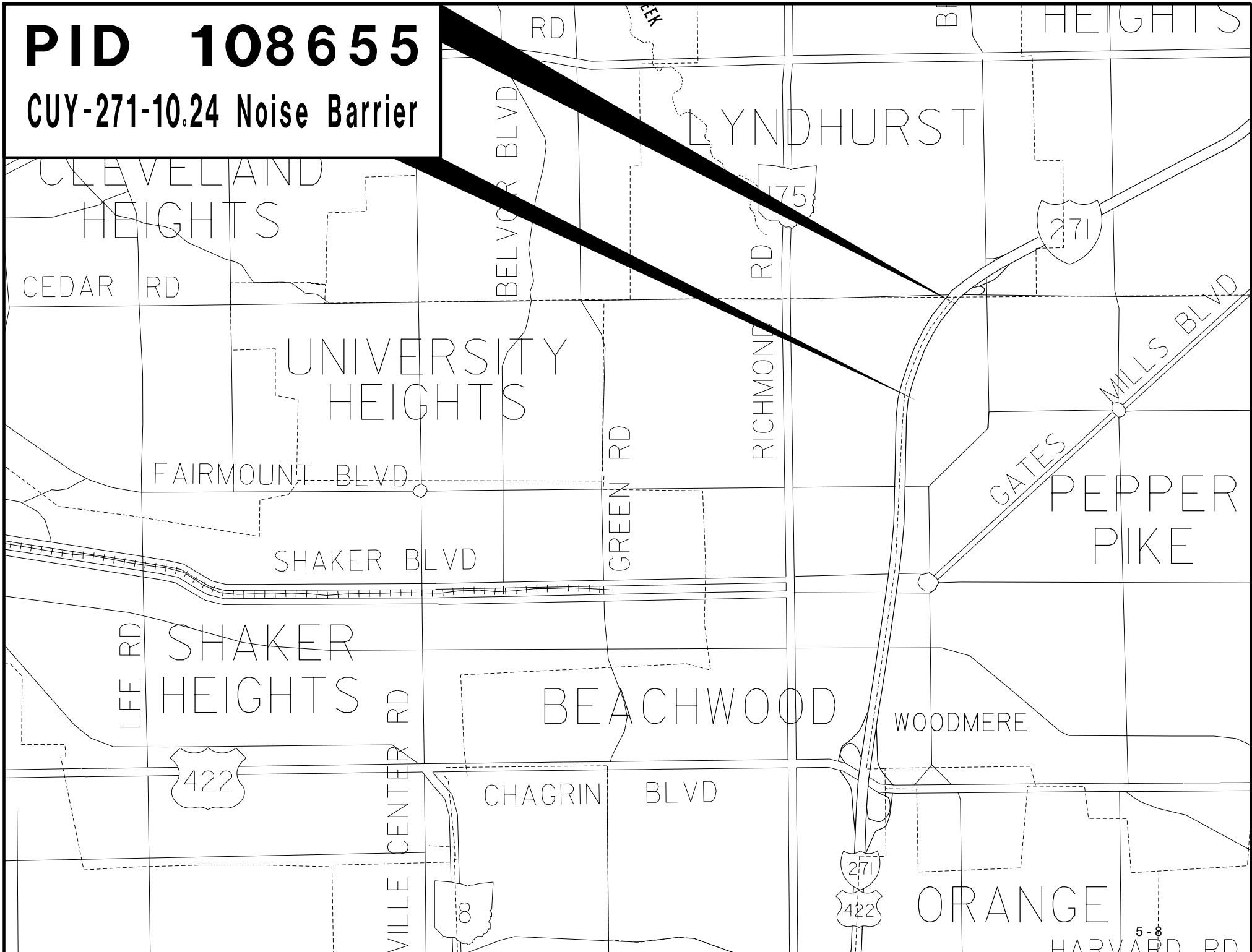
**PID 98063**

**CUY-90-6.83 Major Rehab**



**PID 108655**

**CUY-271-10.24 Noise Barrier**





## RTA Fiscal Year 2020 Capital Grant Program

**Sponsor:** RTA

**Estimated Total Cost:** \$54,519,373

**Proposed Source of Federal Funds:** Federal Transit Administration (FTA)

**History/Background:** RTA reports that its original state fiscal year (SFY) 2020 grant program is listed in the NOACA SFY 2018 – 2021 Transportation Improvement Program and the majority of the program is as originally proposed in the TIP. RTA is adding four new projects to its FFY 2020 program and the TIP. RTA is also seeking to revise and amend five existing grants to address under-runs, over-runs, and revised priorities in its capital program impacting eleven TIP projects. RTA's revisions to the FFY 2019 and 2017 Capital Formula and FFY 2016 State of Good Repair grant programs reflect these revisions.

**Proposed Project:** RTA is applying for various sources of funds including Section 5307 Capital Formula, Section 5337 State of Good Repair Formula and Section 5339 Bus and Bus Facilities Formula for FFY 2020, as described below:

- The Section 5307 Capital Formula projects include Bus Replacement Program Vehicles and Spare Parts, Substation Improvement Program, Cuyahoga Viaduct Track Bridge, Light Rail Track Rehabilitation, Bus Spare Parts Program, Rail State of Good Repair, Bus Preventive Maintenance, Enhanced Rail ADA (Americans with Disabilities) Access, NOACA Unserved Areas Projects, (new) Rail Car Replacement Program, (new) Track Bridge over Conrail and (new) HVAC (Heating, Ventilation, and Air Conditioning) System Improvement Program.
- Section 5337 Rail Formula projects include Substation Improvement Program, Cuyahoga Viaduct Track Bridge, Light Rail Track Rehabilitation, Rail Spare Parts Program, Rail State of Good Repair Projects, Rail Preventive Maintenance, Rail Infrastructure Program, On-Call Rail Engineering, OCS (Overhead Catenary System) Rehabilitation Program and (new) Rail Utility Vehicle Prime Mover Replacement.
- Section 5339 Bus and Bus Facilities Formula projects include Bus Replacement Program Vehicles and Spare Parts.

RTA is also seeking to revise and amend five existing grants to address updated funding amounts, projected under-runs, over-runs and revised priorities in its Capital Program as described below:

- 2019 Section 5307 Capital Formula Grant – The grant is being revised and amended to account for decreased funding as well as to decrease Bus Preventive Maintenance and NOACA Unserved Area funding, shift Bus Vehicle Type funding, fund the West 117<sup>th</sup> Street Track Bridge and its Rail Car Replacement Program.
- 2019 Section 5337 State of Good Repair Formula Grant – The grant is being revised and amended to account for decreased funding as well as to decrease Rail Preventive Maintenance and West 117<sup>th</sup> Street Track Bridge funding and fund the Rail Car Replacement Program.
- 2019 Section 5339 Bus and Bus Facilities Formula Grant – The grant is being revised and amended to account for increased funding and to increase the funding for Bus Replacement Program Vehicles.

- 2017 Section 5307 Capital Formula Grant – The grant is being revised and amended to account for separating the design and construction phase costs for Light Rail Signal System, from East 79th Street to Shaker Square.
- 2016 Section 5337 State of Good Repair Grant - The grant is being revised and amended due to under-runs in the West Park Diamond Crossover and Red Line West Track Rehabilitation projects and to fund the (new) Rail Utility Vehicle Prime Mover Replacement.

Descriptions of the projects ([project descriptions](#)) in the RTA FY 2020 program, a list of projects and their associated costs by ALI (activity line item) are [available in pdf](#).

**Staff Comment (Summary):**

**Intergovernmental Review and Consultation (IGRC):**

**Public Involvement:**

**Committee Review:**

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
FFY 2020 GRANT PROGRAM  
PROJECT DESCRIPTIONS**

**Section 5307 Capital Formula (1237-2020-XXXX)**

Bus Replacement Program - Vehicles - This project is part of a three-year program to replace a total of 105 vehicles that have reached the end of their useful life. Funds are programmed in 2020 to support the vehicle purchases.

Bus Replacement Program – Spare Parts - This project is part of a three-year program to replace a total of 105 vehicles that have reached the end of their useful life. Funds are programmed in 2020 grant for spare parts purchases.

Substation Improvement Program – This program is a multi-year program to reconstruct/rehabilitate our power substations to provide traction power along the rail network. Funds are programmed in 2020 for the construction and force account costs.

Cuyahoga Viaduct Track Bridge Rehabilitation – This project is to rehabilitate the Red Line track bridge over the Cuyahoga River and the east bank of the Flats. This is the first phase of the project. The bridge truss, superstructure and deck are in need of rehabilitation. Funds are programmed in 2020 in support of the construction, third party construction management and force account costs.

Bus Spare Parts - This project is to replace major bus components that require replacement during the 12 year life of a bus such as engines and bus maintenance equipment. Funds are programmed in 2020 for spare parts purchases.

Rail State of Good Repair Projects - This program funds the acquisition of equipment and materials and construction required to upgrade the rail line infrastructure on RTA's 34 miles of rail track. It will assist RTA in providing safer, faster rail service along the Red, Blue, and Green rail lines. Funds are programmed in 2020 to support this program.

Preventative Maintenance Bus – Preventive maintenance activities will include the purchase of inventory materials and supplies, equipment, as well as capitalized maintenance expenses (including mechanic labor) for bus operations.

Enhanced ADA Access - Rail - This program will utilize enhancement funds to fund the enhancement eligible items included in our various ADA Station Reconstruction and Rehabilitation projects. It represents a majority of GCRTA's annual enhancement projects. For 2020 it is focused improving rail station areas and includes purchase and installation of shelters and other amenities at our rail stations.

NOACA Unserved Area Projects – This program is for a small portion of the Urbanized Areas funds to be distributed by NOACA to the transit agencies within the region for projects that are competitively selected. The funds are carried in the TIP under GCRTA and non-GCRTA projects are then funded through sub-recipient agreements.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
FFY 2020 GRANT PROGRAM  
PROJECT DESCRIPTIONS**

Rail Car Replacement Program - Vehicles - This project is part of a ten-year program to replace a total of 74 rail vehicles that have reached the end of their useful life. The first phase of the program will be the heavy rail vehicles (HRV). Funds are programmed in 2020 to support the vehicle purchases.

Track Bridge Rehabilitation over Conrail – This project is to rehabilitate the Light Rail track bridge over Conrail. The bridge superstructure and deck are in need of rehabilitation. Funds are programmed in 2020 in support of the design phase costs.

HVAC System Improvement Program – This program is a multi-year program to reconstruct/rehabilitate our HVAC systems at a number of facilities to upgrade monitoring, controls and equipment that have exceeded their useful life. Funds are programmed in 2020 for the design and project administration costs.

**Section 5337 State of Good Repair Formula (1237-2020-XXXX)**

Substation Improvement Program – This program is a multi-year program to reconstruct/rehabilitate our power substations to provide traction power along the rail network. Funds are programmed in 2020 for the design and project administration costs.

Cuyahoga Viaduct Track Bridge Rehabilitation – This project is to rehabilitate the Red Line track bridge over the Cuyahoga River and the east bank of the Flats. This is the first phase of the project. The bridge truss, superstructure and deck are in need of rehabilitation. Funds are programmed in 2020 in support of the construction costs.

Light Rail Track Rehabilitation Program – This program is a multi-year program to rehabilitate the Light Rail Tracks. The track bed, rail, ties, and drainage are in need of rehabilitation. Funds are programmed in 2020 for the design, construction, third party construction management and force account costs.

Rail Spare Parts - This project is to replace major rail car and equipment components that require replacement during the 30 year life of a rail car such as pantographs, trucks, systems and rail maintenance equipment. Funds are programmed in 2020 for spare parts purchases.

Rail State of Good Repair Projects - This program funds the acquisition of equipment and materials and construction required to upgrade the rail line infrastructure on RTA's 34 miles of rail track. It will assist RTA in providing safer, faster rail service along the Red, Blue, and Green rail lines. Funds are programmed in 2020 to support this program.

Preventative Maintenance Rail – Preventive maintenance activities will include the purchase of inventory materials and supplies, equipment, as well as capitalized maintenance expenses and maintenance of the rail track right-of-way. Funds are programmed in 2020 to support this program.

**GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
FFY 2020 GRANT PROGRAM  
PROJECT DESCRIPTIONS**

Rail Infrastructure Program - This project funds the acquisition of equipment and materials and construction required to upgrade the rail line infrastructure on RTA's 34 miles of rail track. It will assist RTA in providing safer, faster rail service along the Red, Blue, and Green rail lines. Funds are programmed in 2020 to support this program.

On-Call Rail Engineering Services - This project funds design services to support the GCRTA engineering department. Funds are programmed in 2020 to support this program.

Overhead Catenary System (OCS) Program – This program is the first year of a multi-year program to repair, replace, and upgrade catenary structures and overhead lines and appurtenances in order to achieve a state of good repair. Funds are programmed in 2020 to support the construction costs.

Rail Utility Vehicle - Prime Mover Replacement – This project is to purchase a self-propelled Prime Mover vehicle to replace the locomotive that has far exceeded its useful life. It will be used by GCRTA maintenance personnel as part of our ongoing internal track maintenance program. Funds are programmed in 2020 in support of the equipment purchase.

**Section 5339 Bus Facility Grant (1237-2020-XXXX)**

Bus Replacement Program - This project is part of a three-year program to replace a total of 105 vehicles that have reached the end of their useful life. Funds are programmed in 2020 to support the vehicle purchases.

Bus Replacement Program – Spare Parts - This project is part of a three-year program to replace a total of 105 vehicles that have reached the end of their useful life. Funds are programmed in 2020 grant for spare parts purchases.

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
FFY 2020 GRANT PROGRAM AND REVISIONS TO FFY2019, 2017, AND 2016 GRANT PROGRAMS

ALI #	PROJECT & TASK DESCRIPTION	PID #	BUDGET	FEDERAL	LOCAL
<b>Section 5307 FFY 2020 Capital Formula (1237-2020-XXX)</b>					
11.12.01	Bus Replacement Program Vehicles	104528	\$2,000,000	\$1,600,000	\$400,000
11.12.06	Bus Replacement Program Vehicles	104528	\$1,800,000	\$1,440,000	\$360,000 *
11.12.40	Bus Replacement Program Spare Parts	104528	\$193,750	\$155,000	\$38,750
12.54.03	Substation Improvement Program Construction	104530	\$3,500,000	\$2,800,000	\$700,000
12.72.08	Substation Improvement Program Force Account	104530	\$75,000	\$60,000	\$15,000
12.24.05	Cuyahoga Viaduct Track Bridge Rehabilitation Construction	104534	\$6,697,443	\$5,357,954	\$1,339,489 *
12.71.04	Cuyahoga Viaduct Track Bridge Rehabilitation 3rd Party Contracts	104534	\$300,000	\$240,000	\$60,000 *
12.72.08	Cuyahoga Viaduct Track Bridge Rehabilitation Force Account	104534	\$600,000	\$480,000	\$120,000 *
11.12.40	Bus Spare Parts Program	104558	\$500,000	\$400,000	\$100,000
12.7A.00	Rail State of Good Repair Projects	104559	\$542,247	\$433,798	\$108,449
11.7A.00	Preventative Maintenance - Bus	104564	\$9,000,000	\$7,200,000	\$1,800,000 *
12.93.09	Enhanced ADA Access - Rail	104570	\$300,000	\$240,000	\$60,000
11.7A.00	NOACA Unserved Area Projects	104575	\$374,010	\$299,208	\$74,802
12.12.21	Rail Car Replacement Program Vehicles	110637	\$3,901,725	\$3,121,380	\$780,345 *
12.21.05	Track Bridge Rehabilitation over Conrail Design	110638	\$215,000	\$172,000	\$43,000 *
11.41.03	HVAC System Improvement Program Design	110639	\$250,000	\$200,000	\$50,000 *
11.79.00	HVAC System Improvement Program Project Administration	110639	\$150,000	\$120,000	\$30,000 *
Total			\$30,399,175	\$24,319,340	\$6,079,835
<b>Section 5337 FFY 2020 State of Good Repair Formula (1237-2020-XXX)</b>					
12.51.03	Substation Improvement Program Design	104530	\$250,000	\$200,000	\$50,000
12.79.00	Substation Improvement Program Project Administration	104530	\$25,000	\$20,000	\$5,000
12.24.05	Cuyahoga Viaduct Track Bridge Rehabilitation Construction	104534	\$1,230,000	\$984,000	\$246,000 *
12.21.03	Light Rail Track Rehabilitation Program Design	104553	\$200,000	\$160,000	\$40,000 *
12.24.03	Light Rail Track Rehabilitation Program Construction	104553	\$3,634,778	\$2,907,822	\$726,956
12.71.04	Light Rail Track Rehabilitation Program 3rd Party Const Mgmt	104553	\$200,000	\$160,000	\$40,000 *
12.72.08	Light Rail Track Rehabilitation Program Force Account	104553	\$620,000	\$496,000	\$124,000 *
12.12.40	Rail Spare Parts Program	104556	\$750,000	\$600,000	\$150,000
12.7A.00	Rail State of Good Repair Projects	104559	\$1,893,388	\$1,514,710	\$378,678 *
12.7A.00	Preventative Maintenance - Rail	104566	\$9,000,000	\$7,200,000	\$1,800,000
12.7A.00	Rail Infrastructure Program	104568	\$1,000,000	\$800,000	\$200,000
12.71.11	On Call Rail Engineering Services	104571	\$200,000	\$160,000	\$40,000
12.54.01	OCS Rehabilitation Program Construction	104994	\$2,000,000	\$1,600,000	\$400,000 *
12.12.24	Rail Utility Vehicle - Prime Mover Replacement	110640	\$300,000	\$240,000	\$60,000 *
Total			\$21,303,166	\$17,042,532	\$4,260,634
<b>Section 5339 FFY 2020 Bus Facilities Grant (1237-2020-XXX)</b>					
11.12.01	Bus Replacement Program Vehicles	104528	\$2,744,032	\$2,195,226	\$548,806
11.12.40	Bus Replacement Program Spare Parts	104528	\$73,000	\$58,400	\$14,600
Total			\$2,817,032	\$2,253,626	\$563,406
<b>Section 5307 FFY 2019 Capital Formula (1237-2019-XXX)</b>					
12.7A.00	Preventative Maintenance - Bus	90148	-\$1,873,177	-\$1,498,542	-\$374,635
11.12.01	Bus Replacement Program Vehicles	94963	-\$297,522	-\$238,018	-\$59,504
11.12.06	Bus Replacement Program Vehicles	94963	\$1,800,000	\$1,440,000	\$360,000
11.12.07	Bus Replacement Program Vehicles	94963	-\$1,175,000	-\$940,000	-\$235,000 *
11.7A.00	NOACA Unserved Area Projects	95019	-\$169,740	-\$135,792	-\$33,948
12.24.05	West 117th Street Track Bridge Rehabilitation Construction	104572	\$897,303	\$717,842	\$179,461 *
12.11.21	Rail Car Replacement Program Design	110637	\$365,826	\$292,661	\$73,165 *
Total			-\$452,310	-\$361,848	-\$90,462

Section 5337 FFY 2019 State of Good Repair Formula (1237-2019-XXX)

GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY  
FFY 2020 GRANT PROGRAM AND REVISIONS TO FFY2019, 2017, AND 2016 GRANT PROGRAMS

ALI #	PROJECT & TASK DESCRIPTION	PID #	BUDGET	FEDERAL	LOCAL
11.7A.00	Preventative Maintenance - Rail	90149	-\$3,070,167	-\$2,456,134	-\$614,033 *
12.24.05	West 117th Street Track Bridge Rehabilitation Construction	104572	-\$897,303	-\$717,843	-\$179,460 *
12.11.21	Rail Car Replacement Program Design	110637	\$3,070,167	\$2,456,134	\$614,033 *
	Total		-\$897,303	-\$717,843	-\$179,460
Section 5339 FFY 2019 Bus Facilities Grant (1237-2019-XXXX)					
11.12.01	Bus Replacement Program Vehicles	94963	\$511,683	\$409,346	\$102,337
	Total		\$511,683	\$409,346	\$102,337
Section 5307 FFY 2017 Capital Formula Grant (1237-2018-002) Revisions					
12.61.01	CAB Signaling - East 79th to Shaker Square Design	90176	\$450,000	\$360,000	\$90,000 *
12.62.01	CAB Signaling - East 79th to Shaker Square Installation	90176	-\$450,000	-\$360,000	-\$90,000
	Total		\$0	\$0	\$0
Section 5337 FFY 2016 State of Good Repair Grant (1237-2016-055) Revisions					
12.24.03	Westpark Diamond Crossover Construction	99320	-\$323,013	-\$258,410	-\$64,603
12.24.03	Red Line - West Track Rehabilitation Program	102186	-\$1,428,095	-\$1,142,476	-\$285,619
12.12.24	Rail Utility Vehicle - Prime Mover Replacement	110640	\$1,751,108	\$1,400,886	\$350,222 *
	Total		\$0	\$0	\$0
	Grand Total		\$53,681,443	\$42,945,154	\$10,736,289

\* TIP Amendment Required







## NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

### MEMORANDUM

**TO:** NOACA Transit Council

**FROM:** Kathleen Sarli, Director of Planning

**DATE:** August 9, 2019

**RE:** **Enhanced Mobility for Seniors and Individuals With Disabilities (Section 5310) Program Update**

#### **ACTION REQUESTED**

No action is requested at this time. This item is included for information and presentation.

#### **BACKGROUND**

The Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Program addresses the special transportation needs of seniors and individuals with disabilities. NOACA seeks to eliminate barriers and improve transportation options in Northeast Ohio for older adults, individuals with disabilities, and people of low income through the coordination of resources and efforts of public transit operators, human service agencies, and other transportation providers. Furthermore, NOACA will encourage the efficient and effective use of resources by eliminating gaps and redundancies in transportation services.

The total amount apportioned to the region for federal fiscal year 2019 was \$ 1,809,255, of which \$ 180,925 (10%) will be retained by NOACA for program planning and administration. The remaining \$ 1,628,330 is available to be programmed for new capital project recommendations. Capital projects are funded at 80% with a 20% local match from awardees. NOACA has designated at least 60% of funding for transit agency project proposals and up to 40% for non-profits, for-profits, and government agencies awarded through a competitive application process. Transit agencies are eligible for operations funding at 50% federal funding with a 50% local match.

<b>Total FFY 2018 Funding Amount</b>	<b>\$ 1,809,255</b>
NOACA Admin Funds (10%)	\$ 180,925
<b>Total Amount of Funding to be Programmed</b>	<b>\$ 1,628,330</b>
Total Funding for Transit Agencies (at least 60%)	\$ 976,998
Total Flexible Non-profits, Communities, etc. (up to 40%)	\$ 651,332

NOACA accepted project proposals and applications from July 3, 2019 to August 7, 2019. NOACA received two transit project proposals requesting \$2,276,582 and 20 competitive applications from municipalities, non-profits, for-profits, and social service agencies requesting \$1,933,499. Project proposals and

applications will be evaluated against program eligibility and prioritization criteria contained in the Program Management Plan. A summary of the requests is attached.

#### **FINANCIAL IMPACT**

There is \$ 1,809,255 in FTA funds available to the Cleveland Urbanized Area from Federal Fiscal Year 2019. \$180,925 will be used by NOACA for program administration. At least \$976,998 will be available for transit agencies to implement their projects, and up to \$651,332 will be made available for competitive projects implementation.

#### **CONCLUSION/NEXT STEPS**

Input received from the Council will be incorporated into the application evaluations.

#### **Attachment 1: Section 5310 Project Requests**

KS/jt/8224c

**Attachment 1: Section 5310 Project Requests**
**NOACA SFY 2019 Section 5310 Project Requests**

#	Agency/Organization	Funding Request Information			
		Request for Funding	QTY	Total Project Cost	Total Funding Request
Transit Agency Requests					
1	Greater Cleveland Regional Transit Authority	Replacement Vehicles	10	\$ 800,000	\$ 640,000
2	Laketran	Replacement Vehicles	14	\$ 1,995,728	\$ 1,596,582
		Computer Hardware/Software	1	\$ 50,000	\$ 40,000
Transit Agency Request TOTAL				\$ 2,845,728	\$ 2,276,582
Competitive Applicant Requests					
3	Berea	Replacement Vehicle	1	\$ 66,541	\$ 53,232
4	Brook Park	Replacement Vehicle	1	\$ 79,157	\$ 63,326
5	Care Alliance	Expansion Vehicle	1	\$ 55,000	\$ 44,000
6	Care Alliance	Replacement Vehicle	1	\$ 45,000	\$ 36,000
7	Care Alliance	Computer Hardware/Software	10	\$ 5,000	\$ 4,000
8	Cleveland Heights	Replacement Vehicle	1	\$ 56,000	\$ 44,800
9	Eliza Bryant	Expansion Vehicle	1	\$ 57,796	\$ 46,210
10	Help Foundation Inc.	Replacement Vehicle	1	\$ 35,000	\$ 28,000
		Expansion Vehicle	1	\$ 35,000	\$ 28,000
11	Jewish Family Service Association of Cleveland	Replacement Vehicle	1	\$ 50,992	\$ 40,794
		Expansion Vehicle	1	\$ 50,992	\$ 40,794
12	Lakewood	Replacement Vehicles	1	\$ 56,950	\$ 45,560
13	Koinonia Homes	Replacement Vehicles	3	\$ 206,991	\$ 165,591
14	McGregor Transportation	Expansion Vehicle	1	\$ 46,569	\$ 37,255
15	McGregor Transportation	Communications Equipment	2	\$ 900	\$ 720
16	McGregor Transportation	Computer Hardware/Software	1	\$ 799	\$ 639
17	Medina Creative Housing	Expansion Vehicle	1	\$ 58,331	\$ 46,665
18	Medina Creative Housing	Replacement Vehicle	1	\$ 58,331	\$ 46,665
19	Medina Creative Housing	Computer Hardware/Software	1	\$ 26,225	\$ 20,980
20	New Avenues to Independence, Inc.	Replacement Vehicle	3	\$ 114,931	\$ 91,945
21	Senior Transportation Connection	Replacement Vehicles	10	\$ 582,000	\$ 465,600
		Communications Equipment	1	\$ 6,168	\$ 4,934
22	Society for Handicapped Citizens of Medina County, Inc.	Expansion Vehicle	1	\$ 46,911	\$ 37,529
23	Society for Handicapped Citizens of Medina County, Inc.	Replacement Vehicles	2	\$ 93,822	\$ 75,058
24	Southwest General Health Center	Replacement Vehicle	1	\$ 67,500	\$ 54,000
25	Strongsville	Replacement Vehicles	1	\$ 60,000	\$ 48,000
26	Transport Assistance Inc.	Expansion Vehicles	2	\$ 90,328	\$ 72,262
27	Transport Assistance Inc.	Computer Hardware/Software	1	\$ 53,604	\$ 42,884
28	United Cerebral Palsy Association of	Expansion Vehicles	3	\$ 186,570	\$ 149,256
29	Welcome House, Inc.	Replacement Vehicle	1	\$ 68,000	\$ 54,400
30	West Side Community House	Replacement Vehicle	1	\$ 55,500	\$ 44,400
Competitive Applicant TOTAL				\$ 2,416,908	\$ 1,933,499
Program Total				\$ 5,262,636	\$ 4,210,081





## **NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**

### **MEMORANDUM**

**TO:** NOACA Transit Council

**FROM:** Kathleen Sarli, Director of Planning

**DATE:** August 9, 2019

**RE:** **Transportation for Livable Communities Initiative (TLCI) Program Update**

#### **ACTION REQUESTED**

No action is requested at this time. This item is included for information and presentation.

#### **BACKGROUND**

NOACA's Transportation for Livable Communities Initiative (TLCI) provides assistance to communities for integrated transportation and land use planning and projects that strengthen community livability. TLCI advances the goals of NOACA's Regional Strategic Plan by:

- Developing transportation projects that provide more travel options through complete streets and context sensitive solutions, increasing user safety and supporting positive public health impacts
- Promoting reinvestment in underutilized or vacant/abandoned properties through development concepts supported by multimodal transportation systems
- Supporting economic development through place-based transportation and land use recommendations, and connect these proposals with existing assets and investments
- Ensuring that the benefits and burdens of growth, change and transportation projects are distributed equitably by integrating accessibility and environmental justice into projects
- Enhancing regional cohesion by supporting collaboration between regional and community partners
- Provide people with safe and reliable transportation choices that enhance their quality of life

#### **FINANCIAL IMPACT**

None at this time.

#### **CONCLUSION/NEXT STEPS**

An application round is planned for this month.

KS/jt/8225c



**Agenda Item  
No. 6**

**REPORTS/UPDATES**





**Agenda Item**  
**No. 7**

**OLD BUSINESS**



**Agenda Item**  
**No. 8**

**NEW BUSINESS**



Agenda Item  
No. 9

**ADJOURN**

